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ABSTRACT

The California Youth Authority (CYA) planned to offer a training program covering all aspects of the automotive trades to wards during their incarceration. Through analysis, it showed future job opportunities exist, due to increased job numbers and high turnover rate, for persons trained in the automotive trades in California over a 10-year period ending 2008. Automotive trades occupations were automotive mechanics and automotive body and related repairers. Industries employing the bulk of automotive trade workers--motor vehicle dealers (new and used) and automotive repair shops--were expected to grow over the 10-year period. Employers had difficulty finding trained workers in this field. Recommendations were for CYA to anticipate counties most likely to receive wards at their release so analysis can be focused at the county level; contact local employers and labor unions where wards will be released to determine specific skills needed in the local area and whether they see a need for new entrants into the labor force; and develop an assessment tool to screen individuals to determine whether they have the potential to complete training and become gainfully employed in the automotive field. (California Occupational Guides for automobile mechanics and automobile body repairers and labor market information are attached.) (YLB)

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An Assessment of Future Employment Opportunities for Individuals Trained in the Automotive Trades

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Working Paper #2001-04

Prepared for the California Youth Authority
By The Applied Research Unit
Labor Market Information Division
Employment Development Department
July 2001

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An Assessment of Future Employment Opportunities for Individuals Trained in the Automotive Trades

Introduction:

The California Youth Authority (CYA) is planning to offer a training program covering all aspects of the automotive trades to wards during their period of incarceration. The training program is likely to include repair and installation of accessories (e.g. stereos, alarms, window tinting); automobile maintenance (e.g. air-conditioning, tune-ups, brakes and suspension); parts, including customer service.

To assist in CYA's administration of this training, they have asked the Labor Market Information Division (LMID) of the Employment Development Department (EDD) to provide information on job vacancies throughout California for individuals trained in the automotive trades.

Background:

The LMID produces a variety of information relating to employment in California, much of which is available online at http://www.calmis.ca.gov/. To answer the question posed, many data sources available to the LMID were utilized to paint a picture of future employment opportunities in the automotive trades.

Most significant data sources for this research project were the occupational and industry employment projections, average wages paid in specific occupations, number of job openings and resumes posted to the CalJOBS Internet-based System, and automotive industry employer surveys.

This initial analysis focuses on statewide level data which taken together may indicate future employment opportunity in the automotive trades. Employment opportunities will vary from county to county throughout the State; therefore, the CYA may wish to delve into greater detail after identifying those local areas where the wards will most likely be released.

Findings:

Occupational Employment

LMID data are currently classified using the Occupational Employment Statistics (OES) system. Basically, there are two occupations found within the automotive trades: automotive mechanics and automotive body and related repairers (OES Codes 85302 and 85305, respectively). Following are the basic definitions for these two occupations;

complete descriptions for the occupations are included in this report as Attachments 1 and 2.

- Automotive Mechanics (OES 85302) adjust, repair, and overhaul automotive vehicles. They may be designated according to specialties, such as Brake Repairers, Transmission Mechanics, or front-end mechanics. This occupation excludes auto body repairers, bus and truck mechanics, diesel engine specialists, and electrical systems specialists.

- Auto Body and Related Repairers (OES 85305) repair, repaint, and refinish automotive vehicle bodies; straighten vehicle frames; and replace damaged vehicle glass.

The following table shows that occupational employment for the ten-year period 1998 through 2008 for *automotive mechanics* and *automotive body and related repairers* is projected to increase by approximately 20 percent. In addition, the anticipated job openings due to separations indicate a 28 percent turnover rate. Taken together, job openings for these two occupations are expected to occur at an average of nearly five percent, or about 4,300 annually. These indicators show opportunity for trained workers in the automotive trades to enter the labor force during this 10-year period.

OES Code	Occupation Title	Average Annual Employment		Absolute Change	Percent Change	Openings Due to Separations
		1998	2008			
85302	Automotive Mechanics	70,200	85,400	15,200	21.7	19,300
85305	Automotive Body and Related Repairers	19,800	22,400	2,600	13.1	6,200

Industry Employment

Two industries employ approximately two-thirds of the *automotive mechanics* and *automotive body and related repairers*. They are Motor Vehicle Dealers (New and Used) and Automotive Repair Shops, Standard Industrial Classification (SIC) Codes 551 and 753 respectively. The complete lists of industries employing these occupations are included in this report as Attachments 3 and 4.

Overall employment for those industries employing *automotive mechanics* and *auto body and related repairers* is expected to grow at an average of two percent annually over the ten-year period 1998 through 2008.

Occupational Wages

Current wage data uses the new Standard Occupational Classification (SOC) System that breaks occupations into more specific categories than the OES coding system did. For example, wage data is available for four automotive trade related SOC codes rather than only two OES codes. The four SOC codes in the automotive trades and their wage data for 2000 are shown below.

- Electronic Equipment Installers and Repairers, Motor Vehicles, SOC 49-2096
- Automotive Body and Related Repairers, SOC 49-3021
- Automotive Glass Installers and Repairers, SOC 49-3022
- Automotive Service Technicians and Mechanics, SOC 49-3023

SOC Code	Entry Level Hourly Wage (1)	Mean Hourly Wage	Mean Annual Wage	25th Percentile Hourly Wage	50th Percentile (Median) Hourly Wage	75th Percentile Hourly Wage
49-2096	$7.52	$11.89	$24,726	$8.72	$11.31	$13.98
49-3021	$9.58	$17.24	$35,869	$11.13	$17.18	$22.25
49-3022	$10.93	$16.10	$33,479	$12.14	$16.13	$19.34
49-3023	$10.48	$17.01	$35,374	$12.28	$16.19	$20.54

(1) The mean of the first third of the wage distribution is provided as a proxy for entry-level wage.

Basically, all four occupational groupings above indicate a beginning wage above the minimum, and potential for wage increases as individuals gain experience in these occupations.

Job Openings and Resumes in the CalJOBS System

The CalJOBS System, administered by Job Service Division at EDD, provides data about new job openings and resumes entered into the statewide system during specific time periods. One cannot however, determine the total number of open jobs or resumes there are in the system at a given point in time.

In each of the past two years, over 6,000 *automotive mechanic* jobs have been posted in the CalJOBS System, with fewer than half that number of self-qualified job seekers posting their resumes for those jobs. The number of resumes posted by job seekers increased during the most recent six-month period ending June 2001, while the number of job openings remained constant. This indicates an increase in the number of

automotive mechanics looking for work but does not diminish the need for these workers. The ratio of resumes to job openings during that time still remained close to fifty percent.

The number of job opening and resume postings for the *automotive body and related repairers* occupation were much lower, with about 900 job openings and 500 resumes posted during each of the past two years. This represents a ratio of resumes to job openings at slightly above sixty percent for this occupation.

In summary, the ratio of resumes to job openings posted on the CalJOBS System for *automotive mechanic* and *automotive body and related repairers* during the past two years gives the appearance of a genuine need for additional trained job seekers. A chart of the CalJOBS data is included in this report as Attachment 5.

Automotive Industry Employer Surveys

Several local communities recently studied these occupations. The California Cooperative Occupational Information System (CCOIS) surveyed employers who employ *automotive mechanics* and *automotive body and related repairers* in a handful of counties during 1999. The survey focused on two questions about the difficulty in finding experienced and inexperienced workers to fill job vacancies.

How difficult is it to find fully qualified, experienced applicants?
75 percent of employers surveyed indicated it is difficult or very difficult to find fully qualified, experienced a*utomotive mechanics*.

88 percent of employers surveyed indicated it is difficult or very difficult to find fully qualified, experienced a*utomotive body and related repairers*.

How difficult is it to find fully qualified, inexperienced applicants?
52 percent of the employers surveyed indicated it is difficult to very difficult to find fully qualified, inexperienced *automotive mechanics*, with 30 percent indicating it is somewhat difficult.

21 percent of the employers surveyed indicated it is difficult to very difficult to find fully qualified, inexperienced a*utomotive body and related repairers*, with 74 percent indicating it is somewhat difficult.

This same survey was conducted in 1998 and 1997 by the CCOIS in different counties. The results in 1998 and 1997 were similar to the 1999 survey. Once again, the majority of the employers surveyed indicated that it is difficult to very difficult to find fully qualified experienced applicants in both the *automotive mechanics* and *automotive body and related repairers*. Even fully qualified inexperienced applicants were difficult to very difficult to find for over half of the employers.

Training Providers

A Statewide training directory is available on the Internet at http://www.soicc.ca.gov/ctep/MainMenu.asp. It contains information on training programs and providers in local areas, but unfortunately, it doesn't indicate how many recent graduates there have been in a given training program. Because of this data limitation, one cannot determine the number of new graduates who will be entering the labor supply in the future in any given area.

Conclusion and Recommendations:

Analysis shows future job opportunities, due to increases in the number of jobs and the high turnover rate, for individuals trained in the automotive trades throughout the State over a ten-year period ending 2008. The industries employing the bulk of the automotive trade workers are expected to grow over the same ten-year period. Employers have indicated they have difficulty finding trained workers in this field.

Even though California and the nation have begun to see a slowdown in the economy, the automotive repair industry is generally immune to such slowdowns. This is because of the reliance on the automobile in our society and the continuing need to repair those vehicles. Actually, slowdowns in the economy usually force individuals to keep their vehicles longer, and as those vehicles age, they require more repair work.

As with most occupations, employment opportunities will vary from county to county as well as from person to person. Because of this, LMID recommends the CYA consider:

- Anticipating which counties are most likely to receive the wards at their release so the analysis can be focused at the county level.

- Contacting local employers and labor unions where the wards are to be released to determine the specific skills needed in the local area and whether they see a need for new entrants into the labor force or if the needs will be met through skill upgrade for current workers in the industry.

- Developing an assessment tool to screen individuals to determine whether they have the potential to complete the training and become gainfully employed in the automotive field. The Internet site for the California Occupational Information Coordinating Council, http://www.soicc.ca.gov/ may be a useful resource for the development of an assessment tool.

- Reviewing and sharing LMID's occupational guides on the automotive repair trade occupations with potential trainees. The two guides relating to the automotive repair field are attached to this report while others may be obtained by visiting the LMID website at www.calmis.ca.gov/htmlfile/subject/guide.htm.

- Encouraging graduates from the training programs to post their resumes in the statewide CalJOBS System to increase their chance of getting a job. The EDD CalJOBS website is www.caljobs.ca.gov.

Automobile Mechanics

Attachment 1

California Occupational Guide Number 24
Interest Area 5-D
1997

THE JOB

AUTOMOBILE MECHANICS repair and service automobiles and other gas-powered vehicles. They identify and fix problems with cars and trucks and do repairs to keep the vehicles in good condition and running smoothly. Automobile Mechanics have many duties, depending on the size and kind of shop in which they work. In smaller shops, mechanics do all kinds of repair work, like simple engine tune-ups to the tearing down, repairing and rebuilding of complete power systems. They also service and repair electrical systems; align and service suspension, braking and steering systems; repair and adjust transmissions and differentials; repair and service air conditioning, heating and engine-cooling systems; and do all necessary mechanical checks. In larger shops, some of this work may be done by specially trained mechanics, who mostly do one type of repair or service and may be assigned by their specialty, such as brake repairers, transmission mechanics or front-end mechanics. These specialists are assigned to do other jobs, but they must make sure all of the work is done.

Automobile Mechanics use all sorts of tools and equipment, from wrenches, screwdrivers and pliers to electronic engine-testing equipment. Lathes, drill presses, hydraulic hoists and jacks and other power tools are also used.

Mechanics are sometimes required to make accurate estimates of the costs of repair work, including how long it will take to fix the car.

WORKING CONDITIONS

Most Automobile Mechanics work for independent repair shops and new car dealers. While all shops have indoor work areas, the larger shops usually have more modern and comfortable working conditions.

Mechanics often have to work in awkward, cramped positions. Also, mechanics are often exposed to oil, grease, harsh chemicals, and cleaning products.

It is very important that mechanics pay close attention to safety. Problems could include burns from hot engines, cuts from tools and sharp-edged parts and flying particles from electric grinders. A lot of the work done by Automobile Mechanics is very physical and hard on the body. Many of the parts which must be removed and repaired are very heavy, but hydraulic and electrical jacks and hoists (pulleys) are used for lifting heavy parts, such as engines, transmissions and differentials.

Most mechanics have to buy their own tools. As an apprentice, the mechanic may have to spend up to $500 or more on tools. By the time they reach journey-level, a mechanic may have spent up to $10,000 on tools. Mechanics with a specialty like those who work on foreign cars may spend even more on tools because foreign cars need metric tools.

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Union membership is different throughout the State. Some shops in California have union contracts with the International Association of Machinists and Aerospace Workers, especially those of large bus or trucking companies.

EMPLOYMENT OUTLOOK

The California Projections of Employment, published by the Labor Market Information Division of the Employment Development Department, estimates that the number of Automobile Mechanics in California will reach 84,350 by 2005, an increase in new jobs of 18,370 over the number there were in 1993.

There will also be an estimated 24,380 job openings due to people retiring or leaving the occupation. Added to the 18,370 new jobs expected, this makes for an estimated total of 42,750 job opportunities through 2005.

(These figures do not include self-employment nor openings due to turnover.)

Automobile Mechanic jobs will grow a little faster than average. Most of the job openings for mechanics are caused by those who leave the jobs and need to be replaced.

With the number of cars on the State's highways growing and getting older and with the designs of new cars, there is a growing need for mechanics. As cars become more difficult to understand because they have complicated accessories and systems, mechanics without this type of repair experience will not be able to do that kind of repair and service work. There will be a need for experienced mechanics who know about these complex components, such as emission control systems.

The opportunities for jobs are better for mechanics experienced in all kinds of automotive service and repair and for those possessing State licenses to service smog, brake and lamp systems. The chances are especially good for those trained and experienced in the maintenance and repair of foreign cars. In most areas of the State, there are currently very many inexperienced mechanics available.

WAGES, HOURS, AND FRINGE BENEFITS

Automobile Mechanics are paid according to their experience. The pay for Automobile Mechanics changes a lot between the different areas of the state. Those workers barely starting out can expect a pay of minimum wage up to $15.50 hourly, while mechanics with some experience earn between minimum wage and $22.00 an hour. Mechanics at the journey level can earn between $5.50 to $31.25.

Mechanics working for new car dealers and larger repair shops and garages usually work an 8-hour day and a 40-hour week. Sometimes overtime is paid at either time and one-half or double time. When working on a holiday, sometimes they are paid at two and one-half or triple-time the hourly rate.

Mechanics who work for small, independent shops may work up to ten hours a day or longer, on rush jobs.

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Most employers offer an opportunity to belong to the union and offer plans for health, life, disability insurance and retirement. The employers also usually offer vacation, sick, and holiday leave programs. The benefits are usually bigger in shops that are large or where workers belong to the union.

ENTRANCE REQUIREMENTS AND TRAINING

Most employers hire trainees with at least a high school diploma who are familiar with basic automotive repair. Some employers prefer those who have graduated from vocational courses from community colleges or technical colleges or from an adult education program.

Formal apprenticeship programs, which combine formal classroom and on-the-job training, are available in some areas. Details about local apprenticeship programs are available through the California Department of Industrial Relations, Division of Apprenticeship Standards.

The Bureau of Automotive Repair certifies smog mechanics, and brake and lamp mechanics. Smog mechanics must be certified. Brake and lamp mechanics need to be certified only if they repair vehicles for owners who have been given a traffic ticket for equipment violation. It is not necessary to have training or experience to take the examination to be certified for brake and lamps.

Two years of tune-up and emissions experience in a shop that is registered by the Bureau of Automotive qualifies mechanics to take the smog test certification exam. If they graduated from the 80-hour clean air car course approved and recommended by the Bureau of Automotive Repair they are also eligible to take the exam. The Bureau of Automotive Repair provides a list of approved schools that offer the course.

ADVANCEMENT

Mechanics with a lot of skills can turn into specialists that do the more difficult diagnoses and repairs in the shop. Those with ability to supervise can promote to shop supervisor or service manager. Mechanics with management and business skills sometimes open their own shops.

FINDING THE JOB

Experienced mechanics usually find work either by applying directly to employers or through referral by the union. Other sources of information on job openings are newspaper classified ads and the California Employment Development Department Job Service Offices.

ADDITIONAL SOURCES OF INFORMATION

A booklet entitled "Applicants Guide to the California Automotive Smog Repair Test Mechanic Qualification Examination" can be obtained from:

California Bureau of Automotive Repair
10240 Systems Parkway
Sacramento, CA 95827
(800) 952-5210

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RELATED OCCUPATIONAL GUIDES

Automobile Body Repairers	No. 68
Automobile Parts Counter Workers	No. 237
Auto Service Advisers	No. 240

OCCUPATIONAL CODE REFERENCES

DOT (Dictionary of Occupational Titles, 4th ed., Rev. 1)

Automobile Mechanic	620.261-010
Brake Repairer	620.281-026
Front-End Mechanic	620.281-038
Transmission Mechanic	620.281-062
Tune-Up Mechanic	620.281-066

OES (Occupational Employment Statistics) System

Automobile Mechanics	853020

Source: State of California, Employment Development Department
Labor Market Information Division, Information Services Group,
(916) 262-2162.

Note: This is NOT a job opening. The purpose of this occupational guide is to provide you with useful information to help you make career decisions. If you are searching for a job, go to:
CalJobs (for jobs in California)
America's Job Bank (for jobs nationwide)
California Occupational Guides

California Employment Development Department >> Labor Market Information

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Automobile Body Repairers

Attachment 2

California Occupational Guide Number 68
Interest Area 5-D
1998
THE JOB

AUTOMOBILE-BODY REPAIRERS are skilled craft workers who repair vehicle parts damaged by collision, rust or other causes. Although they are usually qualified to repair many types of vehicles, most work on automobiles and trucks. Some specialize in repairing other types of vehicles such as buses or truck trailers.

In repairing a damaged vehicle, body and fender repairers may perform a number of different tasks. They remove dents by hammering them out with special metal-working tools and then smoothing the hammered area by filing, grinding or sanding. They use plastic or solder to fill dents that cannot be worked out of the metal. When necessary, they align bodies, straighten frames, install window glass and windshields and remove and install body parts. They weld breaks in body metal and file them smooth to conform to adjacent areas. Badly damaged body areas may be removed with a cutting torch and a replacement fitted and welded into place. The welds are then ground down so that it doesn't show, using power grinders and other tools; the newly fitted panel is then made to match nearby surfaces. They also repair fiber glass body parts, install new upholstery and may sand and mask (tape and cover) body areas to be painted.

The repair of each damaged vehicle presents a different problem; repairers must be able to determine the appropriate repair methods. In this way, the work offers variety. These craft workers must have a broad knowledge of vehicle construction and repair techniques. Repairers usually work by themselves with only general directions from their supervisors. Supervisors generally determine which parts are to be repaired or replaced and the amount of time the job should take. In some shops, repairers may be assisted by helpers.

WORKING CONDITIONS

Automobile-Body Repairers usually work indoors. Most shops are well ventilated, but are often dusty. Repairers often work in cramped or awkward positions and, at times, their work may be strenuous. Following the proper safety measures is necessary to avoid cuts from ragged metal parts, burns from torches, and injuries from power tools.

Repairers are customarily required to own a set of hand tools. Power tools are generally furnished by the employer. Investments in hand tools can amount to $1,500 or more.

In California, the proportion of union membership among Automobile-Body Repairers tends to vary, depending on the employer and geographic area. Those employed by large automobile dealers, trucking companies and bus lines are nearly all covered by union contracts. Many small independent repair shops are nonunion. The major union representing body and fender repairers in California is the International Association of Machinists and Aerospace Workers.

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EMPLOYMENT OUTLOOK

The following information is from the California Projections of Employment published by the Labor Market Information Division.

Estimated number of workers in 1993	14,860
Estimated number of workers in 2005	18,570
Projected Growth 1993-2005	25%
Estimated openings due to separations by 2005	4,990

(These figures do not include self-employment or openings due to turnover.)

Job growth for repairers will be about the same as the average for all occupations in California. The increasing number of lighter vehicles that are more difficult to repair and prone to greater damage will help boost the demand for repairers. Additionally, as the number of motor vehicles in operation grows with the state's population, the number of damaged vehicles will also increase. The automotive repair business is not particularly sensitive to economic downturns and experienced repairers are seldom laid off.

Some areas throughout the State report a shortage of qualified workers, although a surplus of inexperienced trade school graduates exists. The demand for experienced workers is expected to continue.

WAGES, HOURS AND FRINGE BENEFITS

Automobile-Body Repairers normally work an eight hour day, five days a week, although they may be paid by the job, and have flexible hours. Overtime, when working on an hourly basis, is paid at the rate of one and one-half times the straight-time wage.

Pay scales vary widely between geographical areas and levels of experience. Beginning repairers earn between the minimum wage and $12.00 per hour; experienced workers are paid from the minimum wage to $25.00. The hourly pay range for journey level varies between $6.65 and $25.00. Union wages may be slightly higher.

ENTRANCE REQUIREMENTS AND TRAINING

Many Automobile-Body Repairers pick up their skills informally through on-the-job experience. The work requires climbing, lifting, balancing, walking and stooping. High school training should include such courses as general shop, metal work, metal forming, auto body repair, and basic math. Many training programs are offered through community colleges. A formal four-year apprenticeship program consisting of on-the-job training and related classroom instruction is offered by the union. Information on the apprenticeship program can be obtained from a local office of the California Department of Industrial Relations, Division of Apprenticeship Standards.

ADVANCEMENT

In small shops, there are few opportunities for advancement. In larger shops, repairers with several years of experience may advance to supervisor

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or shop manager. Many eventually open their own shop.

FINDING THE JOB

Applicants should apply for work with employers, unions, private employment agencies and the local office of the California Employment Development Department Job Service. Those attending community colleges or technical schools may get job referrals from their schools. Classified newspaper advertisements should also be checked for job openings.

ADDITIONAL SOURCES OF INFORMATION

Automotive Service Association
1901 Airport Freeway
PO Box 929
Bedford, TX 76095-0929
(800) 272-7467
www.asashop.org

Automotive Service Industry Association
25 Northwest Point Suite 425
Elk Grove Village, IL 60007-1035
(847) 228-1310
www.aftmkt.com/asia

Any local of the International Association of Machinists and Aerospace Workers' Union (look under "Labor Organizations" in the yellow pages of your phone book).

RELATED OCCUPATIONAL GUIDE

Automobile Mechanics	No. 24
Automotive Service Advisors	No. 240

OCCUPATIONAL CODE REFERENCES

DOT (Dictionary of Occupational Titles, 4th Ed., 1991) Automotive-Body

Repairer	807.381-010
Frame Straightener	807.484-010
Glass Installer	865.684-010

OES (Occupational Employment Statistics) System Automotive Body & Related Repairers 853050

Source: State of California, Employment Development Department,
Labor Market Information Division, Information Services Group,
(916) 262-2162.

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CalJobs (for jobs in California)
America's Job Bank (for jobs nationwide)

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Employment Development Department

Labor Market Information

List of Industries Employing Automotive Mechanics

The following industries employ **Automotive Mechanics**, OES Code 85302 (3). The experience/education usually required by most employers for this occupation is **Long-Term On-the-Job Training** (4). This list is sorted by the 1998 employment from largest to smallest. Return to the Search Page.

Additional Resources for Career Development

Industry (SIC) (2)	Employment in California		
	1998	2008	Numeric Change
Automotive Repair Shops (SIC 753)	22,500	27,900	5,400
New & Used Car Dealers (SIC 551)	21,800	26,500	4,700
Auto & Home Supply Stores (SIC 553)	5,400	6,800	1,400
Gasoline Service Stations (SIC 554)	4,100	2,900	-1,200
Local Government, Except Hospital & Education (SIC	3,300	3,800	500
Automotive Services, Except Repair (SIC 754)	2,100	4,000	1,900
Department Stores (SIC 531)	1,200	1,500	300
Motor Vehicles, Parts & Supplies (SIC 501)	1,000	1,300	300
Federal Government (SIC 901)	1,000	900	-100
State Government, Except Hospital & Education (SIC 902)	900	1,000	100
Trucking & Courier Services, Except Air (SIC 421)	700	800	100
Automotive Rentals, No Drivers (SIC 751)	600	700	100
Machinery, Equipment, & Supplies (SIC 508)	500	700	200
Local & Suburban Transportation (SIC 411)	300	400	100
Landscape & Horticultural Services (SIC 078)	300	400	100
Misc. Repair Shops (SIC 769)	300	300	0
Used Car Dealers (SIC 552)	300	400	100
Colleges & Universities (SIC 822)	200	300	100
Elementary & Secondary Schools (SIC 821)	200	200	0
Misc. Business Services (SIC 738)	200	200	0
Sanitary Services (SIC 495)	200	200	0
Personnel Supply Services (SIC 736)	100	200	100
Taxicabs (SIC 412)	100	200	100

Recreational Vehicle Dealers (SIC 556)	100	200	100
Motor Vehicles & Equipment (SIC 371)	100	100	0
Bakery Products (SIC 205)	100	100	0

Data Notes:

(1) These data come from the Industry and Occupation Employment Projections program of the Employment Development Department. All employment firgures have been rounded to the nearest 100. See the Occupational Projections - Introduction and Methods and the Industry Projections - Introduction and Methods for more information.

Although these Staffing Patterns are not provided below the state level, the Employment Projections by Industry and Occupation are available by county or groups of counties.

(2) The SIC - Standard Industrial Classification system is the nationally recognized system to categorize industries. See the SIC Division Structure at the U.S. Department of Labor Web site for a complete list of industries and their definitions.

(3) See the Occupational Employment Statistics (OES) Code Structure for a complete list of occupations and their definitions. **NOTE:** Occupations with less than 100 employment have been rolled up into a group identified by an OES code ending in "X".

(4) The Training Levels were developed by the U.S. Bureau of Labor Statistics. They are meant to show the education and training needed for someone to perform that occupation. It also reflects the prefered training requirements of most employers. For a complete list of the training levels go to BLS Training Level Definitions

Additional Resources for Career Development

California Employment Development Department >> Labor Market Information >> Staffing Patterns Search Page

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Attachment 4

Employment Development Department

Labor Market Information

List of Industries Employing Automotive Body and Related Repairers

The following industries employ **Automotive Body and Related Repairers**, OES Code 85305 (3). The experience/education usually required by most employers for this occupation is **Long-Term On-the-Job Training** (4). This list is sorted by the 1998 employment from largest to smallest. Return to the Search Page.

Additional Resources for Career Development

Industry (SIC) (2)	Employment in California		
	1998	2008	Numeric Change
Automotive Repair Shops (SIC 753)	14,900	16,400	1,500
New & Used Car Dealers (SIC 551)	3,300	4,000	700
Automotive Services, Except Repair (SIC	600	800	200
Department Stores (SIC 531)	200	200	0
Motor Vehicles, Parts & Supplies (SIC 501)	200	200	0

Data Notes:

(1) These data come from the Industry and Occupation Employment Projections program of the Employment Development Department. All employment figures have been rounded to the nearest 100. See the Occupational Projections - Introduction and Methods and the Industry Projections - Introduction and Methods for more information.

Although these Staffing Patterns are not provided below the state level, the Employment Projections by Industry and Occupation are available by county or groups of counties.

(2) The SIC - Standard Industrial Classification system is the nationally recognized system to categorize industries. See the SIC Division Structure at the U.S. Department of Labor Web site for a complete list of industries and their definitions.

(3) See the Occupational Employment Statistics (OES) Code Structure for a complete list of occupations and their definitions. **NOTE:** Occupations with less than 100 employment have been rolled up into a group identified by an OES code ending in "X".

(4) The Training Levels were developed by the U.S. Bureau of Labor Statistics. They are meant to show the education and training needed for someone to perform that occupation. It also reflects the prefered training requirements of most employers. For a complete list of the training levels go to BLS Training Level Definitions

Additional Resources for Career Development

Attachment 5

CalJOBS
Statewide
Number of Open Positions and Resumes
In the Automotive Trades

Automotive Mechanics (OES Code 85302):

Time Period	Open Positions	Resumes	Ratio of Resumes to Open Positions
Twelve Months Ending 6/30/00	**6656**	**2986**	**44.86%**
Six Months Ending 12/31/00	3203	1383	43.18%
Six Months Ending 6/30/01	3227	1792	55.53%
Twelve Months Ending 6/30/01	**6430**	**3175**	**49.38%**

Automotive Body and Related Repairers (OES Code 85305):

Time Period	Open Positions	Resumes	Ratio of Resumes to Open Positions
Twelve Months Ending 6/30/00	**893**	**537**	**60.13%**
Six Months Ending 12/31/00	420	257	61.19%
Six Months Ending 6/30/01	484	302	62.40%
Twelve Months Ending 6/30/01	**904**	**559**	**61.84%**

CalJOBS Cumulative Data through 6/30/00; 12/31/00; and 6/30/01

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